

CLASSIFICATION **SECRET**

NOFORN/

COUNTRY **East Germany** REPORTTOPIC **KVP Rail Supply Shipments in the Cottbus Railroad District**

25X1

EVALUATION PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

PREPARED **3 May 1955**

25X1

REFERENCES

25X1

PAGES **2** ENCLOSURES (NO. & TYPE)

This is UNEVALUATED Information

B-Boxcar; F-Flatcar; G-Gondola Car; T-Tank Car

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The following is a complete list of KVP rail supply shipments dispatched from railroad stations of the Cottbus railroad district in March 1955.

25X1

Date in March Shipment

2

parts

7 F with large boxes Cottbus
probably of aircraft
parts

Kubschuetz

5

1 B with KVPs, Hennersdorf
2 F with artillery near oberlug
pieces

Neubrandenburg

6

1 B, 2 F

Loebau

Weisswasser

11

1 F with a canvas-
covered vehicle

Weisswasser

Neubrandenburg

12

2 F with artillery
pieces

Rietschen

Beilrode

1 F

Weisswasser

Loebau

13

1 B

Cottbus

Grabkow

1 T

Grabkow

Parchim

14

2 G with artillery
pieces

Hennersdorf

Parchim

19

3 B, 1 F

Hennersdorf

Erfurt

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Date in March	Shipment	From	To
19	1 F with artillery pieces	Hennersdorf	Neubrandenburg
24	2 F with large boxes probably of aircraft parts	Grabkow	Schlauroth
29	1 F	Grabkow	Saaten-Neuendorf
	1 F	Kamenz-Nord	Saaten-Neuendorf
30	1 F	Kamenz-Nord	Saaten-Neuendorf
	3 F with large boxes	Cottbus	Simmersdorf
	1 T, 6 F with large boxes	Grabkow	Simmersdorf
	1 F	Geerlitz	Cottbus
	1 F	Geerlitz	Grabkow
31	1 F	Geerlitz	Kamenz
	1 F	Geerlitz	Bautzen
	1 F	Bautzen	Dresden-Klotzsche

1. Comment. A previous report indicated 14 flatcars arrived at Cottbus from Brest Litovsk, including 7 cars which were reloaded at Bautzen-Litten. It is possible that the remaining 10 cars were reloaded at Bautzen-Litten. It is also possible that the above shipments may have been redispached from Bautzen-Litten as detrainning station. All these movements indicate that Bautzen-Litten, Drewitz and Jocksdorf airfield, Grabkow and Saaten-Neuendorf as detrainning stations. 25X1
2. Comment. The shipment from Grabkow to Parchim is viewed in light of the fact that the Soviet fighter training regiment Parchim was employed as training regiment at Drewitz airfield. 25X1
3. Comment. Schlauroth possibly serves as detrainning station of the KVP (Luft) central supply depot at Geerlitz. 25X1
4. Comment. The information may confirm that the KVP central fuel depot Hohen- saaten with Saaten-Neuendorf as detrainning station also supplies units of KVP (Luft) 25X1

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19	1 F with artillery pieces	Hammersdorf	Neubrandenburg
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	1 F	Goerlitz	Grabkow
31	1 F	Goerlitz	Kamenz
	1 F	Goerlitz	Bautzen
	1 F	Bautzen	Dresden-Klotzsche

1. Comment. A previous report indicated that 17 flatcars arrived at Cottbus from Brest Litovsk, including 7 cars which were redispached to Drewitz (Grabkow). 25X1
It is possible that the remaining 10 cars were redispached from Cottbus to Kubschütz which is the detraining station of Bautzen-Litten airfield. On 30 March 1955, some cars of the above shipments may have been redispached to Jocksdorf airfield with Simmersdorf as detraining station. All these movements indicate that aircraft were shipped to Bautzen-Litten, Drewitz and Jocksdorf airfields with Kubschütz, Grabkow and Simmersdorf as detraining stations. 25X1
2. Comment. The shipment from Grabkow to Parchim is viewed in light of the fact that the Soviet fighter training regiment Parchim was employed as training regiment at Drewitz airfield. 25X1
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